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and dwellings around were isolated, no one being allowed to enter or leave, and the inmates, when affected, were immediately removed to the isolation hospital.

These cases being confined to one locality, the disease was not considered epidemic.

Doctor Kitasato, who is now spending his time between Osaka and Kobe, is of opinion that the plague was brought into this country by a shipment of Bombay cotton, which was supplied to this same cotton mill where the disease started.

Emigrants recommended for rejection, month of November, 1905.

Steamship *Shavmut*: For Tacoma, 4.

Steamship *Doric*: For Honolulu, 10; for San Francisco, 3.

Steamship *Coptic*: For Manila, 4.

Steamship *Manchuria*: For Honolulu, 13; for San Francisco, 7.

NICARAGUA.

Report from San Juan del Norte—No yellow fever during the year 1905.

Vice-Consul Paton reports, October 31, as follows:

Yellow fever has not existed in the region of Nicaragua between Greytown and Brito at any time during the year 1905, or at either of these places.

The sanitary conditions in Nicaragua between the points indicated could hardly be better for a tropical country, owing, probably, to the sparsely settled character of this particular section, in which the prevailing diseases are malarial, mostly of a mild type with a few severe forms.

PHILIPPINE ISLANDS.

Report from Manila—Cholera and plague—Inspection of vessels.

Chief Quarantine Officer Heiser reports, December 6 and 8, as follows:

During the week ended November 25, 1905, the following quarantinable diseases were reported for the city of Manila, namely: Plague, 1 case, 1 death; cholera, 4 cases, 3 deaths.

During the week vessels cleared for United States ports as follows:

On November 20, 1905, the U. S. army transport *Dix*, with 93 crew and 2 passengers, for United States ports via Nagasaki. Personnel was inspected at hour of sailing.

On November 22, 1905, the American steamship *Tremont*, with 144 crew and 99 passengers, cleared for Tacoma via Hongkong and Japan ports. All persons on board were inspected at hour of sailing. Baggage for the United States was inspected and passed, or disinfected. Miscellaneous cargo, 5,053 packages, certified.

On November 23, 1905, the British steamship *Indrasamha*, with 64 crew and 2 passengers, en route from Yokohama to New York, was granted a supplemental bill of health. Cargo certified, 7,085 pieces. All persons on board inspected at hour of sailing.

Week ended December 2, 1905: Cholera, 1 case, 1 death.